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## 7. From [Here insert any special risk undertaken.]

The said [A or B] is indemnified from the foregoing losses and expenses whether they arise from tempestuous weather, fire, stranding, striking on rocks or wrecks, pirates, enemies, misconduct of the master and mariners (called Barratry), or any other perils incidental to navigation, which the prevailing custom of this country pronounces to attach to Insurers.

## EXCEPTIONS.

But the said [A or B] is not insured against any loss, damage, or expenses arising from the unseaworthiness or insufficiency of the ship, inherent defects, overloading, carriage of deck cargoes out of season, ignorance or incompetence of the master, or any consequences of such causes.

## METHOD OF ADJUSTING AND SETTLING LOSSES.

And in case of any claim for loss or damage not amounting to a total loss, arising on this Policy, the quantum of our liability in respect of such loss or damage shall be ascertained by professional persons called Average Adjusters, unless such claim be mutually agreed by the insurers and the insured. And should the statement of the Average Adjuster not be conclusive, or be objected to, such claim shall be referred to Arbitrators mutually appointed, or shall be decided in the Courts of Common Law.

## SIGNATURES AND DATE.

Signed in \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_ in  
the year 185 .

*Maritime Risks.—Statement of Collisions, extracted from Lloyd's List for the years 1845 to 1849 inclusive. Prepared by JOHN A. RUCKER, Esq., Underwriter to the Corporation of the London Assurance.*

IN availing ourselves of the permission, which has been kindly accorded to us by Mr. Rucker, to publish the Statement which he has compiled with so much labour and skill, we cannot but draw the attention of our readers to a collection of facts on a subject on which very little authentic information has yet been made public. The author has brought together, for each of the years in the Statement, the facts under the different heads distinguished below; but as the object of this publication is rather to deal with the averages of results, and the number is scarcely sufficient in each year and under each head to form a fair standard of comparison, it has been deemed sufficient to reprint merely the general summary for the five years together, and to add the proportions per cent. so as to allow of some general means of comparing the totals together. With these and with Mr. Rucker's explanatory notes, this curious subject is left for the consideration of those whose pursuits may lead them to take an interest in similar enquiries, or whose experience may enable them to appreciate their value. It is hoped, indeed, that the publication may induce others to add to information on a topic so rarely touched upon, and yet so well worthy of the attention of the statist and the practical man of business.

Totals of Collisions, extracted from Lloyd's List for the five years 1845 to 1849 inclusive.

MONTHS.	Number of Collisions in which a Steamer was in contact with a Sailing Vessel.	Number of Collisions in which one Steamer was in contact with another Steamer.	Total Number of Steamers in Collision.	Total Number of identified vessels, including Steamers, in Collision.	Number of Steamers not identified in Collision.	Number of Sailing Vessels not identified in Collision.	Total number of Collisions extracted.	DAMAGED.			
								Sunk, run down, abandoned, &c.	Seriously.	Considerably.	Slightly.
Jan. -	21	3	27	358	2	83	220	40	21	82	217
Feb. -	9	-	9	274	1	75	175	23	20	67	165
March -	18	2	22	278	4	62	172	20	16	72	175
April -	16	3	22	210	8	50	133	27	14	49	131
May -	7	2	11	146	1	51	99	13	6	33	95
June -	5	1	7	124	-	38	81	11	4	22	87
July -	10	1	12	159	2	42	101	10	17	27	107
Aug. -	11	3	17	199	4	45	124	24	11	46	123
Sept. -	8	3	14	238	1	67	153	12	17	59	151
Oct. -	20	4	28	332	5	71	203	28	25	68	216
Nov. -	27	2	31	316	8	96	209	26	19	77	204
Dec. -	18	4	26	382	4	100	243	45	19	84	239
	170	28	226	3016	40	780	1913	279	189	686	1910

Classification of Damage. Totals of five years, 1845 to 1849 inclusive.

Description of Vessels.	Total.	Proportion per cent.	DAMAGED.							
			Sunk, run down, abandoned, &c.	Proportion per cent. of each class.	Seriously.	Proportion per cent. of each class.	Considerably.	Proportion per cent. of each class.	Slightly.	Proportion per cent. of each class.
Steamers in contact with Steamers.	56	1·83	4	7·14	6	10·72	11	19·64	35	62·50
Steamers in contact with Sailing Vessels.	170	5·55	5	2·94	3	1·76	7	4·12	155	91·18
Sailing Vessels (identified) in contact with Steamers.	168	5·48	21	14·28	23	13·69	56	33·34	65	38·69
Sailing Vessels in contact with Sailing Vessels (identified.)	1888	61·62	179	9·48	105	5·56	348	18·43	1256	66·53
Sailing Vessels in contact with Sailing Vessels (not identified.)	774	25·26	50	7·62	52	6·72	264	34·11	399	55·55
Unidentified Vessels sunk ..	8	·26	8	100·						
Total .....	3064	100·	279	9·10	189	6·17	686	22·39	1910	62·34

It thus appears, that out of 100 accidents above reported, 86·88 per cent. were of sailing vessels in contact with sailing vessels; 5·48 per cent. were of sailing vessels in contact with steamers; and 7·38 per cent. were of steamers in contact with either steamers or sailing

vessels. Of sailing vessels in contact with sailing vessels (identified and not identified), 238 out of 2,662, or 8·94 per cent., were *sunk, run down, abandoned, &c.*; and 157 out of 2,662, or 5·90 per cent., were *seriously damaged*. Of steamers in contact with sailing vessels, only 2·94 per cent. were *sunk, &c.*, and 1·76 per cent. *seriously damaged*; but of steamers in contact with steamers, 7·14 per cent. were *sunk, &c.*, and 10·72 per cent. *seriously damaged*.

The chance therefore of sailing vessels, in contact with each other, being *sunk, &c.*, is greater than that of steamers, in contact with each other, in the proportion of 8·94 to 7·14 or  $1\frac{1}{4}$  to 1; but the chance of sailing vessels, in contact with steamers, being *sunk, &c.*, is greater than if they had come in contact with sailing vessels, in the proportion of 14·28 to 8·94 or  $1\frac{6}{10}$  to 1. On the other hand the chance of steamers being *sunk, &c.*, if they come in contact with each other, is greater than if they had come in contact with sailing vessels, in the proportion of 7·14 to 2·94, or more than  $2\frac{1}{10}$  to 1.

Note I.—The damages shown in this list having been assumed from the nature of the reports in Lloyd's List, it should be observed :—

1st. That whenever by stress of weather a vessel had parted from, or had been compelled to slip from her anchors, and in consequence thereof had been in contact with another vessel; also when a vessel at anchor had been driven foul of another vessel at anchor; such collisions have been excluded from this Statement.

2nd. That except in the case of vessels reported to have sunk, sailing vessels, not identified, are not included under any of the heads as damaged.

3rd. That all identified sailing vessels, and all unidentified steamers, which are simply reported as having been in contact, are included with those that are reported as "slightly damaged."

4th. That all vessels which (having lost important spars) have been *assisted into port*, are included with those that are otherwise reported as "considerably damaged."

5th. That of the vessels classed as "seriously damaged," 31, or one-sixth part, were sunk or abandoned, and after raised or brought into port, derelict, &c.

6th. That sailing vessels, not identified, reported to have sunk, are included under the head of "sunk, &c."

Mem. There were nine collisions in which both vessels sunk.

Note II.—In the course of the five years there were,—

6 steamers in contact with unidentified sailing vessels.

4 reports with three sailing vessels each.

1 report with four sailing vessels.

1 do. with three vessels, viz., one steamer and two sailing vessels.

1 do. with four vessels, viz., one steamer and three sailing vessels.

1 do. with three vessels, viz., two steamers and one sailing vessel.

N.B. The two steamers classed "in contact together," the sailing vessel as "in contact with steamer."

and 8 unidentified sailing vessels sunk, which will correct any apparent discrepancy on a comparison of the figures in the above Statement.

Note III.—H.M. ships and steamers. There are four instances of H.M. ships and eleven of H.M. steamers being in contact with other vessels; also one instance of collision between two of H.M. ships, and one between two of H.M. steamers.

Note IV.—The number of vessels registered in the United Kingdom			
on the 31st December, 1844, was .....			23,253
Ditto	Ditto	31st December, 1849, was .....	25,071
And of the 591 identified vessels in contact in 1845 ..			428 are recognised as
			British vessels.
556	Ditto	in 1849 ..	416 Ditto.

Note V.—Of the collisions above enumerated,—  
 164 in 1845, and 142 in 1849, occurred in the English and Irish Channels and parts adjacent.  
 138 in 1845, and 134 in 1849, in the North Sea.  
 34 in 1845, and 31 in 1849, in the Baltic and Mediterranean, including the Categat and Straits of Gibraltar.  
 46 in 1845, and 33 in 1849 in other parts.

Inasmuch as a reluctance to report accidents of this character is induced by the law that renders the owner responsible to the extent of the value of his ship and her freight, for any damage occasioned to another vessel by the negligence or want of nautical skill of the captain and crew, many collisions are probably never reported at all. The foregoing Statements must therefore be considered with due attention to this circumstance.

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*Foreign Intelligence.*

FRANCE.—*Life Assurance Companies in France.*—It is worthy of remark that the Assurances of Sums payable on the death of the party assured were the kind first introduced into France; and though they have not increased so rapidly as might be expected, they have nevertheless made a very steady progress. Assurances of deferred sums or survivorships, however, though in most cases they only bear date so recently as 1841, have met with a much greater portion of public favour, and were beginning to be still more rapidly multiplied, when they met with a temporary check in consequence of the events of 1848. M. Dubroca, the talented author of the *Revue des Assurances*, in his last number, enters into some enquiry into the cause of the different estimation in which the two classes of Assurances were held, and he concludes that there is no reason to be given but the negligence of the Companies themselves. Even in 1846 there were only three Companies which granted Assurances payable on death, and although their business was conducted with honour and good faith, their agencies were few, and by no means zealously supported. Assurances payable during the lifetime of the party assured, however, were advocated with so much activity and eloquence, that within five or six years nearly 400,000 policies were granted, assuring sums of nearly 400,000,000 fr. (£16,000,000—average £40 each.) The enterprising spirit which could accomplish so much in so short a time, is evidently capable of being diverted into the neglected channel of Assurances payable on death, with no less advantage to the French public than to those existing Proprietary French Companies which may be disposed to adapt themselves to the required changes, and allow the assured to participate in a share of the profits, as in the Mixed Companies in Great Britain. If not, it is probable that some of the British Companies may take advantage of so favourable an opportunity for opening up a new field for enterprise, and making use of the agency of one or the other established Companies in France, either Fire or Life, commence